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the REA Lineman

Rural Electrification Administration

U. S. Department of Agriculture

Vol. I. No. 4

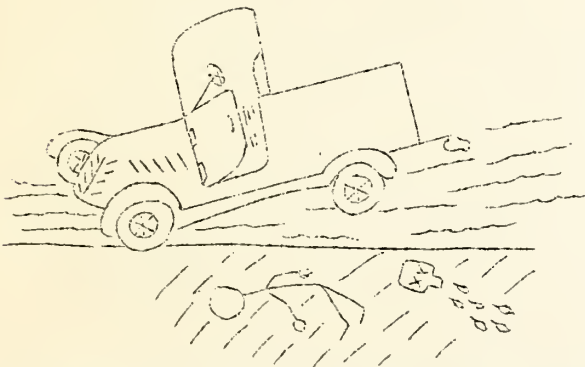
JUNE, 1941

Washington, D. C.

"NO ONE WAS INJURED" BUT SUCH AN ACCIDENT MIGHT HAVE KILLED TWO

A superintendent writes to the REA LINEMAN saying he did not report a certain accident "because no one was injured." The superintendent finally told this story:

"It was raining, and we had a call to check on outage. I started the lineman and helper out to replace some fuses. Before they started out, the lineman got hold of something that does not mix with trucks and gasoline. Instead of stopping where the fuses were to be replaced, he went on about 30 miles to where he could get more drinks.



"When he got about 25 miles from town, he slipped off the pavement and turned the truck over. When he got enough passersby to turn the truck upright, the oil had run out of the engine. He burned the engine so bad trying to get back on the pavement before he put more oil in, that we had to put in a new engine."

This accident should have been fully reported when it happened, even though no one was hurt.

Needless to say, the lineman in question is not working for the REA system any more.

THREE PHONE LINEMEN KILLED AS WIRE COMES IN CONTACT WITH POWER SYSTEM NEAR PENSACOLA

Three American Telephone & Telegraph linemen were killed recently near Pensacola, Florida, when the phone system on which they were working came in contact with a power line. The dead are Frank Brooks, his brother J. Brooks, and L. R. Hannah a fourth member of the crew. T. C. Wilhoit was sitting in a truck and probably would have been electrocuted had it not been for the insulation afforded the truck by the rubber tires.

Investigation developed that in stringing the telephone conductors, one of the wires caught on to an obstruction. When it was released, the phone wire, released from tension, snapped up into the hot wires of a 11,000 volt, 3-phase line of the Gulf Power Company. The three linemen were tying in the conductors several poles down the line from the point of contact with the power wires.

C. W. Patton, superintendent of Fla, 22 Escambia, in reporting the accident said that "these fatalities apparently could have been avoided if the necessary precautions had been taken.

SAFETY INFORMATION FOLDER ADOPTED BY GEORGIA 58 BUTTS

E. I. Carruthers, supt. of Georgia 58 Butts, reports that the monthly safety meetings on his system are a great success. He writes:

"At a recent meeting it was suggested that we create a floating 'information folder' on safety. This folder will be passed around from one employe to another during the month."

Carruthers announces that there were no accidents on this REA system in 1940.

THE REA LINEMAN

Published Monthly in the Interest of
Safety of Employees of REA Systems.

David A. Fleming, Editor

SAFETY IN THE HOME

From the monthly bulletin of Ia. 71 Buchanan is an item which states: "Recently a woman saw a primary line burn itself in two. After touching the line 'real easy like to see if it was hot', the woman tied a rope to the line so she could drag it off the lane."

An item like this emphasizes, more than anything we could say, the need for every co-op to make its members safety minded.

DEATH---AND A PIKE POLE

A pike pole is a dangerous tool. Improperly used, it can cause death.

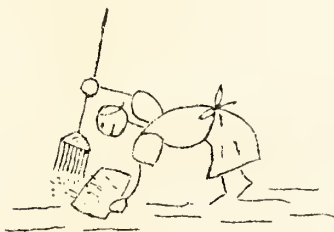
This statement is made plain in the death of Frank Dodson, described elsewhere in this issue.

Dodson had never used a pike pole before. It was his first day on the job. The pole fell, indicating that other members of the crew were inexperienced, too.

Contractors who use inexperienced men on dangerous jobs have no part in the REA scheme.

GRIME DOES NOT PAY

In an adjoining column is an article on "good housekeeping" which emphasizes that "grime does not pay."



This month and every month is a good time for all co-ops to check up on their trucks--to make certain they are in first class condition. Else-

where in the REA LINEMAN is a form which makes it easy to check co-op trucks. Today is not too soon to make this check--THOROUGHLY!

SALT TABLETS ELIMINATE HEAT PROSTRATION

Every REA system should have a supply. Salt tablets may be used advantageously, not only by linemen, but by other employees as well.

GOOD HOUSEKEEPING

By J. P. MCNEILL

REA Insurance and Safety Section

Housekeeping is the art or practice of having a place for everything and keeping each thing in its place. If we are efficient in our respective jobs we are good housekeepers because housekeeping is a part of each job.



You expect your wife to keep her work place (your home) clean. How does your truck look? Americans don't fear invasion so it isn't necessary that it blend with the landscape. A bright appearance does something to everyone's morale.

What do you carry in the truck? The necessities, of course. There's a first aid kit, a fire extinguisher, or, fuses, flares, and flags, chains and tools, material and

Grime does not pay.

safety equipment for line work. How much of the material might be required in a day? Everything else has a specific space and you needn't call in the bloodhounds to search for a certain tool or piece of equipment.

A maintenance man in Georgia, while loading meters in the truck, fell astride the endgate. Probably this was due to an improper method of loading, but it is safer to work in a clean and orderly place. Good housekeeping habits free the mind for concentration on the work at hand.

Grime doesn't pay. Clean up.

DON'T THESE CO-OPS KNOW A BARGAIN?

The National Safety Council has advised the REA LINEMAN that four REA systems have been dropped because of non-payment of dues.

The National Safety Council's Services are available to all REA Systems. They can get out of the Safety Council just what they ask the Council to give them--and more!

(MAN) POWER LOSS

These Accidents Were Reported To
REA During April

DEAD

Frank Dodson

Employed by Shely Construction Co. on
lines of Kentucky 40 Jessamine

James A. Snow

Sign Company employe, killed on lines
of Texas 33 Bryan

Charles Bowers

Tractor operator, killed on lines of
Ohio 68 Fulton

DISABLED

REA SYSTEM EMPLOYEES

Ala. 33 St. Clair--J. Dawson, hand cut.

Tenn. 1 Meigs--C. Crayon, knee wrenched.

Md. 7 Caroline--W. A. Boone, lineman,
lost 3 fingers, burned by livewire.

Ja. 9 Scott--K. McCoy--toe crushed.

Ja. 36 Wright--D. Schaeffer--electric
shock, loses 3 fingers.

Wisc. 14 Oconto--L. Siebert, hands injured.

Minn. 10 Carlton--J. Lammi, foot frozen.

Minn. 79 Big Stone--A. Stein, suffers
2 fractured vertebrae when hit by pole.

Minn. 25 McLeod--R. Miller, hands burned,
live wire.

Mont. 19 Stillwater--R. Dullanty--back
hurt.

Mont. 19 Stillwater--M. Harkin--eye hurt.

CONTRACTORS' EMPLOYEES

Elkhorn Const. Co. (Okla. 22 Cotton)

Eugene Claiborne, hand injured driving
rod; James Appel; blister infected.

Irving H. Smith Co. (Fla. 14 Clay)

Fender Carter, fractured wrist.

Walco Eng. & Const. Co., Hayti, Mo.

Calvin Rippel, nail in foot; J. C.

Hammons, eyeball injured.

Wannamaker B. Wells (S. C. 28 Williams-

burg) Jeffre Hardee, eye injured
when hit by limb; B. E. Alexander,
shoulder hurt when hit by wire.

Bayle Const. Co. (S. C. 29 Sumter) L.
Griffin, fell from pole, injured
legs.

INEXPERIENCED EMPLOYEE OF CONTRACTOR KILLED ON HIS FIRST DAY AT WORK WHEN POLE FALLS AND HITS HIS HEAD

One contractor's employe was killed
and nineteen contractors' employes were
injured last month while working on
REA systems.

Frank Dodson, a laborer employed
by the Shelby Construction Company
was the fatality. He was working with
a crew on the lines of the Blue Grass
Rural Electric Cooperative of Nicholas-
ville, Ky. The man was setting poles

with pikes.
A pole slipped
and started to
fall. Dodson,
who had had no
previous exper-
ience in this
kind of work,
became confused
and ran in the
direction in
which the pole
was falling.

The pole struck

Dodson in the back of the head. He
suffered a broken neck, dying almost
instantly. It was his first day at
work with the Shelby firm.

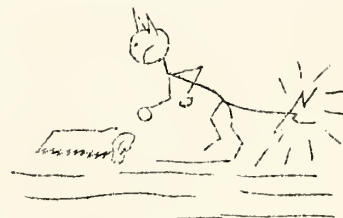
Of the nineteen other accidents,
twelve were disabling -- that is they
caused the employe to lose time from
work.

James Hyle Appel, employe of the
Elkhorn Construction Company of Walters,
Okla. was off work for four days when
a blister on his foot became infected.
Another employe of the same company,
Eugene Claiborne, suffered an injured
hand while driving a ground rod.

Fender Carter, an employe of the Ivy
H. Smith Co., Gainesville, Fla. lost six
weeks time when he slipped from a log on
which he was walking and suffered a
fractured wrist. Other disabling ac-
cidents to contractors' employes appear
in the adjoining column. Also accidents
to employees of REA systems.

Little Electric Co. (N. C. 40 Brunswick)
T. P. Howitt, injured leg; Henry Hill,
strained stomach.

Quisic & Andrews (Tex. 72 Lamar) C. T.
Washington, injured ankle, S. A. Bills,
side injured.



Be careful with tools.

S L O W A N D C A U T I O U S

By JOHN A. LATT
REA Labor Advisor

Not one single chance should be taken with live electric wires or connections. The force which passes through them is too mysterious and too destructive when ignorantly or carelessly handled, for anyone to forget for an instant that he is in the presence of a destroyer that is quick on the trigger and may maim or kill if it is not handled with precision and with utmost care.

This warning is needed for the experienced electrician and the inexperienced farmer as well, but it is particularly necessary for those who are dealing with live wires for the first time. The wiring of a house or barn may seem simple to one who does not think of the mysterious current which surges through it. It may seem like telephone wires and connections, when in fact, a single mistake may cause fires, or may kill an animal or a human being.

Consciousness of the mysterious and destructive powers of electricity and the seriousness of the dangers when it gets out of bounds, must become a part of the thinking and acting of every man, woman and child who comes near live wires.

Electrical workers should teach people to leave live wires alone and take no chances. It seems simple to climb a pole and fix a cross arm, but any inexperienced person who does it, flirts with death; he does more than flirt, he proposes and is probably married to death.

Electrical wiring and electrical connections are simple in themselves, but when charged with the mysterious force of electricity they are no longer simple; they become the most complex instruments for creation or destruction.

Grave dangers lurk in the idea that transmission lines, house wiring and connections are simple. It is better to be slow and cautious than to be quick and dead when dealing with live wires.

2-HOUR SAFETY PERIOD

"IS ALL TOO SHORT" SAYS

LINEMAN OF WASH. 9 SAN JUAN

L. A. Ehmson of Ohio 55 Coshocton and F. H. Cucksey of Wash. 9 San Juan are among the many linemen who have reported that this publication is playing an important part in their training programs.

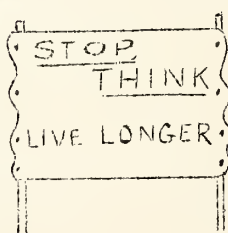
"STOP, THINK, LIVE LONGER", says Ehmson, "has been adopted as the slogan of his system.

Cucksey reports that employees on his system have frequent 2-hour safety period, "which we find all too short."

One reason why Ehmson and other Ohio linemen are so safety minded is that REA systems in that state have been put in a special category by the safety campaign now being sponsored by the Industrial Commission. The Commission reports to the REA LINEMAN that some of the systems have not yet sent their accident reports to the commission. Those who have not, are urged to do so.

GIRL, 14, TELLS HOW ELECTRICITY MAKES FOR SAFETY IN THE HOME

Helen Ediger, 14, whose parents get current from the Ark Valley co-op of Sterling, Kan. is safety minded. She won an essay contest sponsored by the REA system in which she said:



"Stairways are safer with better light. Barns are also safer for we never know when we would trip on a pitchfork or stumble over some little thing that was lying in front of us." She added:

"Electricity helps us to prevent many accidents. Kerosene lamps like we had before could be pushed over by accident very easily and a fire could be started within a minute. Also, when filling a gas lamp, a flame might reach the gasoline and the house could be destroyed. Such accidents are now prevented by electricity."

Helen has pledged herself to popularize the slogan "STOP, THINK LIVE LONGER" for homes.

HOW TO DEVELOP A SAFETY PROGRAM

By E. E. Becker

Manager, Illinois 21 Menard

The Safety Program sponsored by the Menard Cooperative, has been built around a definite objective for their employees and members, namely, that of maintaining interest in all phases of SAFETY -- as applied to SAFETY on the HIGH LINE, SAFETY on the HIGHWAY and SAFETY in the HOME.

Realizing the good accomplished by any organization benefits not only its own members, but spreads throughout the community, the management of the cooperative recently arranged a meeting of all Cooperative employees for the purpose of organizing an active local Safety Council unit to become affiliated with the National Safety Council.

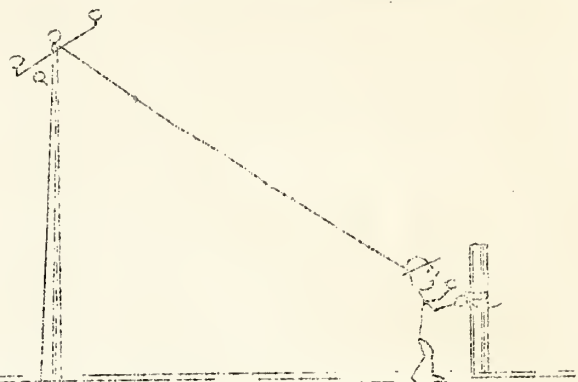
Officers were elected, by-laws adopted, and an application made to the National Safety Council for a charter. Granting of this charter gave this group the benefit of constructive Safety programs developed by the National organization, to guide them in arranging programs of their own and access to the numerous Safety Bulletins distributed by the National Safety Council.

In the beginning, the weekly programs were divided into two sections, the first part being devoted to the discussion of timely Safety Subjects previously assigned to several members of the unit; the remainder of the time was given over for a course in First Aid. As a result, all employees of the Menard-Electric Cooperative now possess both Standard and Advanced First Aid Certificates.

The writer wishes to emphasize a thought expressed by D. A. Fleming, REA Safety Director at one of their Safety Council meetings: "The one word THINK if observed would save many lives and avoid accidents."

FARMER UNFASTENS WIRES ON POLE, SUFFERS SHOCK, MIGHT HAVE BEEN KILLED

Cecil Bryant was annoyed when he found wires tied to the butt of a pole on his



South Carolina farm. The wires were "cold" and it was only a temporary measure, but Bryant had plowing to do. So he unfastened the wires which were supported, on suitable

hardware, on tops of poles, leading for several miles to the Bryant farm.

When the wires were unfastened, they sagged, touching the ground and also the 6900 volt line of the Carolina Power & Light Company. A circuit from the power company primary wire to the ground was thus established. The abnormally high current, flowing this circuit,

caused the power company's protective oil circuit breaker to open, de-energizing the line.

After unfastening the ends of the wires, Bryant picked them up to throw them out of the field and was then said to have received a shock, though not a serious one. It is possible he received the shock when the breaker re-closed. He well might have been killed.

Obviously, the farmer should not have touched the wires, but there is no evidence that the contractor, W. H. Horne, Jr. of Sumter, S. C. warned the farmer not to do so.

SLATTERY CONGRATULATES BOY SCOUT WHO SAVED MAN OVERCOME BY GAS

The story of how John Conoy, Jr., 14-year old boy scout son of a lineman on Ill. 39 Fulton, who saved the life of a man overcome by gas, was told in the May issue of the REA LINEMAN. The story so impressed Harry Slattery, Administrator of REA, that he wrote the following letter to young Conoy:

"If I had a boy of my own, I would want him to "be prepared" to meet emergencies, as you were.

"Your first aid training, which in this case saved the life of George Kingery, reflects great credit on the Boy Scouts of America."

Conoy was presented with the President's medal of the National Safety Council.

VIRGINIA CO-OP DEVOTES 1ST PAGE OF ITS MONTHLY BULLETIN TO SAFETY, MEMBERS REPORT THEIR ACCIDENTS

The Mecklenburg Electric Co-op devoted the first page of its monthly bulletin to safety and prints the following rules:

1. Keep fires under control.
2. Do not fly kites near power lines.
3. Do not touch electric switches or wires while in water.
4. Do not try to repair house wiring; have an electrician do the job.
5. Do not attempt to repair electric lines if lines are down or tree on

them; report trouble to your Cooperative office at once.

6. Drive at reasonable speed and be courteous on the road.
7. Use first aid on all cuts or see a physician.
8. Do not get in deep water unless you can swim.

Just as REA insists that co-ops report accidents promptly, so the Mecklenburg co-op insists that its members report accidents promptly to the co-op.

DAR PAGE SHOCKED AT BANQUET IN AMPLIFICATION SYSTEM ACCIDENT

There doesn't appear to be anything dangerous in a public address system, but-----

A near tragedy marked the annual D.A.R. banquet in Washington recently when Imilda Buckingham, a page, was knocked unconscious by an electric shock. A short circuit in the amplification standards was believed responsible. The accident took place during the speeches following the banquet. The latter part of the program was called off.

Miss Buckingham has recovered.

THANK YOU!

"THE REA LINEMAN fills a real need in practical suggestions for safe operation by co-op personnel," says a resolution adopted by a recent meeting of managers of REA systems in Virginia.

TEXAS HIGHWAY DEPARTMENT INVITES REA SYSTEM LINEMEN TO ATTEND SAFETY COURSES

Chas. M. Curfman of the Farmers Electric Cooperative is one of the most safety-minded of Texas superintendents. He writes:

"Ken Hardy, Field Representative of the Operations Division, recently met with the seven Superintendents of the Projects that are members of the Farmers Electric Generating Cooperative while we were attending a Directors Meeting in Gilmer. At this Meeting, Hardy asked that each of the Superintendents formulate a plan and set up a program whereby there would be one Safety Meeting held on the Projects each week.

"Our System has for some time conducted such activity. Several months ago I learned that the Texas State Highway Department was going to conduct a first aid and Safety School for their employees at their local warehouse, I got in contact with their Regional Engineering Director, to learn if we could have our linemen attend school proposing to bear our proportionate cost of conducting it. We were very graciously invited to send such

employees as we desired but they declined to accept any contribution to the expenses.

"The school provided an 8 weeks course with attendance one night each week from 7 to 9 p.m. All three of our linemen were in attendance throughout the

course and as a result of examinations, at the close of school, made very creditable grades and were awarded Safety Certificates. There is planned another such course to be held in June; this being an advanced course and my brother, Albert Curfman will be the instructor. I have arranged for our maintenance personnel to again attend. I would suggest that you pass information along to other Texas Projects of the availability of these Safety Schools that they too may participate in them."



16 CAUSES FOR ACCIDENTS OUTLINED BY ENGINEER AT MEETING ON IDAHO 10 NEZ PERCE

"You have no responsibility more important than becoming safety-minded."

T. L. Davenport, one of the engineers for the "B" section of Idaho 10 Nez Perce, made that statement at a safety meeting he conducted for that REA system. He said that every accident is caused by one or more of the following causes:



Housewives should
be careful too.

1. Work beyond the physical or mental ability of the injured.
2. Use of improper tools or devices.
3. Lack of proper instructions.
4. Method pursued unsuitable for the work.
5. Failure to use protective devices.
6. Violation of rules or instructions.
7. Lack of proper inspection or defective equipment.
8. Contributory negligence. (Fault of a third party.)
9. Intemperance.
10. Habitual operation. Lack of concentration on work at hand.
11. Haste.
12. Physical condition of injured.
13. Poor judgment on part of injured.
14. Willfulness.
15. Elements, such as wind, acts of God, etc.
16. Horse Play. (Practical jokes.)

Davenport urged that all employees of REA systems take the Red Cross First Aid Training Course.

EVEN 110 VOLTS CAN KILL

"Watch out for live wires, particularly around water. Even 110 volts can kill."

That is the warning issued by the United States Department of Labor in a bulletin headed "The Worker's Safety and National Defense."

TRACTOR OPERATOR IN OHIO, SIGN-INSTALLER IN TEXAS KILLED ON REA FINANCED LINES.

A tractor operator in Ohio and a sign-installer in Texas were killed during April in accidents on REA-financed lines.

The former was Charles Bowers. He was operating a grader which was used to move dirt from a road paralleling the lines of Ohio 68 Fulton. The grader, towed by a crawler-type tractor, struck a guy wire. The tension, resulting from the continued forward travel of the grader, broke the 40-foot pole, carrying the "hot" wires, 19 feet from the top. Continued forward tension of the tractor and grader pulled the phase wire down until it struck Bowers, killing him instantly.

In the Texas accident, a drug store had ordered an electric sign from the "Day & Night Sign Co." and that company sent over two men to install it. They came over in a truck with an aerial ladder and drove the truck directly under the lines of Texas 33 Bryan. They evidently intended to use the aerial ladder as a hoist to get the sign on their pole which was already installed. James Snow crashed the ladder (a tall one with metal stripping and cable) until it hit the high voltage lines. Snow was instantly killed. His foreman, E. H. Barnes, was knocked down in an attempt to loose Snow. Several spectators then held Barnes from further attempts.

DON'T FORGET SAFETY BULLETIN # 7.

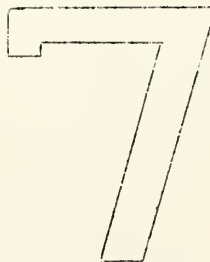
REA systems will not be approved for organization or force account work until

they have complied with the provisions of Safety Bulletin No. 7, Live Line Work.

A check of safety records shows that most of the electric shock accidents

are reported by those systems which have NOT heeded Safety Bulletin No. 7.

Approximately 12 p.c. of all REA systems are responsible for the increase in compensation insurance rates!



Department of Agriculture
RURAL
ELECTRIFICATION
ADMINISTRATION

GENERAL INSPECTION
OF TRUCKS AND TOOLS
AND SAFETY REPORT

For Period Ending: _____

ITEM	OK	DEFECTIVE	REMARKS	REPAIRED OR REPLACED
Blocks				
Hand Lines				
Digging Tools				
Hot Sticks				
Wrenches				
Pliers				
Rubber Gloves				
Climbers				
Belts				
Safetys				
Hook Straps				
Pikes				
Tree Trimmers				
Pole Jack				
Trailer				
Trucks				
Lights				
Brakes				
Wind Shield Wipers				
Tires				
First Aid Kits				
Ladders				
Fire Extinguishers				

No. of employees practicing first aid and artificial respiration _____

I certify that the above information is correct as near as possible.

Number of accidents in previous month 000 Line Foreman _____